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GM GENERAL MOTORS

War-Craftsman

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20,000 See "ARMS for VICTORY" Show

THE PICTURES

ON GUARD for the twelve showings of GM Arms for Victory were Oshawa plant protection officers seen in the above general picture of the arena display.

EYES UP, Only the one on this side should be closed if it weren't all in fun with employee Velma Pierce caught by the camera sighting the Oerlikon anti-aircraft gun (left).

HALF A MOSQUITO on the way to Victory was an exhibit of great interest to airmen as the bottom picture shows. Mosquito fuselages are built in halves and bonded together.

THE STORY OF OUR CONTRIBUTION to Canada's war effort is told in part by the description in this issue of GM war products on display at the recent "Arms for Victory" show held in Oshawa in aid of the Fourth Victory Loan (See also pages 6 and 7).

"VICTORY IS OUR BUSINESS" seemed no idle boast to those who saw the most representative display yet assembled of horsepower and firepower created by the men and women of General Motors all over Canada. We also Back The Attack with our bonds. (See page 3.)

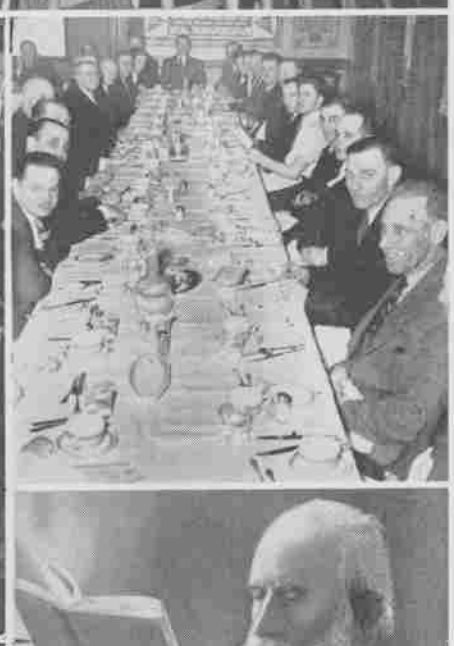
EMPLOYEE WINS $750 FIRST MAXIMUM AWARD FOR SUGGESTION (SEE PAGE FIVE)

VICTORY SERVICE IS GM DEALERS' WAR JOB

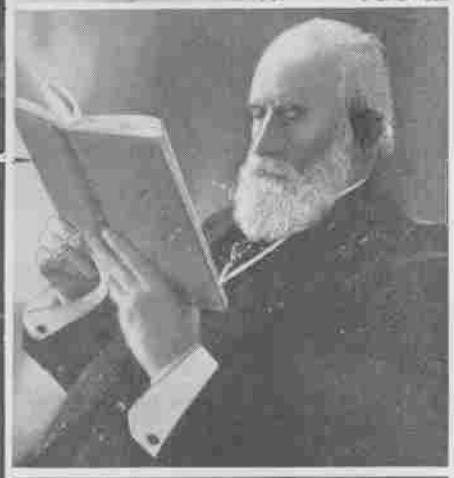
HOMECOMING at the end of the day's work in many war factories is an every day Canadian scene like this. Public transportation facilities are usually inadequate.

DEALERS ORGANIZED their staffs to explain the purposes of The Victory Service League by the time-honoured get together over the dinner table (left.) The mechanical staff of London Motor Products.

GM CO-OPERATES The complete personnel of the Sales Department at Oshawa heard what The Victory Service League was all about at a dinner in the Genosha Hotel. Here they are in part.



TRUCKS ARE VITAL to Canada's transportation and other essential services. The V.S.L. will help "keep 'em rollin'". (Left inside) Meeting of GM Truck Branch in Toronto. (Outside) Zone office personnel.



FAMOUS SIGNERS of the V.S.L. pledge are from every province and many cities in Canada. Chief Justice of Ontario, Sir William Mulock and Dr. Cody, President of Toronto University, are members.

PRIME MINISTER (far left) of Nova Scotia, A. S. MacMillan, signing V.S.L. enrollment form with H. D. Robertson of dealer George W. Tingley Ltd., Halifax.

Dea[illegible]s dedicated to help "Save the Wheels That Serve Canada" [illegible]ugh Victory Service League -- Service, life blood of Dealers' Business, Life-Line of the Nation.

No [illegible]y on the Canadian busines[illegible] d[illegible]ing war time would be quit[illegible] 'lete[illegible] ithout paying tribute [illegible]o [illegible]urc[illegible]lness and adaptabili[illegible] tc [illegible]o[illegible]ating conditions o[illegible] the pa[illegible]he General Motors Dealer Org[illegible]n. Contrary to most predic[illegible]out the automobile dealers' so[illegible]gnt, our dealer organization is not only "carrying on" under wartime conditions, they have organized their business to meet the needs of the day. According to E. J. Umphrey GM Director of Sales, the percentage of business casualties among GM dealers has been smaller than is usual in a normal peace-time year—the lowest volume loss in the industry and on the continent.. This should be heartening to all GM folks who will benefit greatly by a healthy dealer organization in the post-war years.

Now the General Motors Dealer organization is leading the way in a [illegible]ovement that [illegible]s be[illegible]one of the m[illegible]t valuab[illegible] contributi[illegible] made by any asso[illegible]ation of business men to the well being of Canada for the duration and in the immediate post war period.

Of all the problems facing Canada today, the problem of conserving its cars and trucks until victory and until normal production can be resumed is one of the gravest, for it affects the greatest number of our citizens and depends for its solution on voluntary co-operation. Canada is a mobile nation. Farmers, Doctors, War-workers and Truck Drivers of vehicles used in the essential services of transportation and public welfare must get to their work and about their business ON WHEELS. Reliable authorities say that Canada needs a minimum of one million passenger cars and every available truck, 277,000 of them, to maintain the essential mobility of the nation at war. Replacement of cars and trucks is now at a complete standstill. At present there are barely enough cars and trucks to meet the estimated minimum requirement. There is only one way to solve this grave situation. Only by a new Service Consciousness, by preventive as well as repair service on an unprecedented scale can this threat to Canada's internal transportation be removed.

The Victory Service League was organized by GM dealers to call attention to this greatest internal war problem of automobile transportation, and to provide a definite plan to help car and truck owners conserve their vehicles for the duration. Dealers and their staffs all over Canada, with the full co-operation of the GM wholesale organization, have promoted the Victory Service League with an enthusiasm rarely equalled in any program in their history. One of the reasons for the outstanding success of the League to date is the realization of dealer's personnel that theirs is a war job of first magnitude. Thousands of members have already been enrolled and their numbers increase daily. In every province dealers have signed up prominent political, business, military and professional men who realize the essential need of a Victory Service League, right now, before the transportation situation gets so serious that it will be beyond control.

To become a member of the Victory Service League owners need only enrol and agree to do everything they can to help "Save The Wheels That Serve Canada" with particular reference to their own car or truck. Members everywhere are saying: "We recognize our vehicles as essential to complete and uninterrupted maintenance of Canada's automotive life line. Dealers and employees all sign the same enrolement as members do.

Membership in the Victory Service League is open to all GM employees, simply by applying to any plant city dealer. An insignia of membership is provided for windshields of cars and truck owners.

The Victory Service League is a two-way pact between the Customer and the Dealer

VICTORY SERVICE LEAGUE ENROLMENT

In the name of Victory and in keeping with the purpose and principles of the Victory Service League, I agree:

To conserve, and to help others conserve, Canada's vital transportation lifeline by protecting and preserving the cars and trucks that will keep Canada mobile and keep it a country of free men and women, and in this way to co-operate wholeheartedly in National and Community efforts to further the prosecution of the war.

Realizing that this is every man's and every woman's war . . . that it behooves us all to serve as we can serve best—that we must think Victory—will Victory—work for Victory until Victory is completely and decisively won, I make this enrolment in good faith and sincerely dedicate myself to the objects of the Victory Service League.

Signature

VICTORY SERVICE CREED

Because every car and truck on the highways today is an essential link in the nation's wartime transportation system—and because the conservation of critical materials is vital to fast and adequate production of arms and equipment for Victory—EVERY GENERAL MOTORS MAN AND WOMAN IS PLEDGED—

To try, sincerely, to help every customer get the most out of his car or truck, so that it will deliver every mile of smooth, economical performance it is capable of giving.

To apply to every job, large or small, all available technical skill, knowledge and experience.

To do each job as soon as is possible under existing wartime conditions; and to turn it out as quickly as doing a thoroughly competent and workmanlike job permits.

To keep charges within carefully determined price ceilings.

To conserve critical materials in making repairs, using parts and materials only when necessary.

To conserve manpower by utilizing to the full all shop and test equipment available, and applying the latest and simplest methods of testing and repairing.

To avoid replacing parts by rebuilding or reconditioning them whenever possible.

To turn over as scrap to the proper authorities all parts and materials that are no longer usable.

RECORD SUBSCRIPTIONS "BACK THE ATTACK"

Three Out of 4 Plants Pass Fourth Loan Objective

With all records in on the Fourth Victory Loan, GM folks are shown to have again met their high standard in supporting campaigns to raise the essential money needed to equip and maintain Canada's armed forces. On the closing date of the campaign Regina Industries Limited, Border Cities Industries and the Oshawa employees had well over-subscribed their quotas in the order mentioned. The Walkerville Engine Plant was within a few thousands of their objective, and it is quite possible that this deficiency has now been made up by employees who intended to buy but had not gotten around to it in time for their investment to show on the campaign records.

To Regina Industries goes top honors with 96% of their employees buying bonds to the extent of $112,400.00, which is 120% of the objective set by the Saskatchewan War Finance Committee. As indicated in the picture of the plant score board, everyone of the twenty-five salesmen had sold at least 100% of his quota.

High Average at B.C.I.

Next in order is Border Cities Industries, whose quota of $109,500.00 in Canada's Fourth Victory Loan went over the top with $113,000.00 being invested by the employees, averaging $105.00 per investor. It was a high objective and the 36 War Finance workers, 7 Group Captains and Chairman are to be congratulated for their enthusiasm and unselfish effort in this outstanding achievement in attaining 103.19% of their objective. The campaign in the plant was enlivened by keen departmental competition. Each department was given a dollar value quota and 15 departments out of 26 exceeded their quotas. The highest individual investment of $1,600.00 was made by Reg. Carter of the Accounting Department.

The office and plant in Oshawa maintained their record of over-subscribing all Government appeals for funds and various war charity drives with above-quota records in every case since the outbreak of war. On this occasion several departments really rolled up surprising totals, the Stamping Department with 113% and the West Plant Inspection with 122% being especially worthy of mention. A summary by Departments of the results attained in the Fourth Victory Loan is as follows:

	QUOTA	AMOUNT SUBSCRIBED	PERCENTAGE
Shipping	$ 41,900	$ 36,958	88.2%
Stamping	50,200	57,050	113.6%
Special Assemblies	65,000	62,721	76.4%
Truck	30,800	24,128	78.3%
West Plant Assemblies	94,450	96,621	102.3%
Body Tool	21,650	22,423	103.5%
North Plant Inspection & Export	16,500	16,663	100.9%
West Plant Inspection	8,000	9,826	122.8%
Maintenance	43,950	32,837	74.7%
Material Handling	53,550	53,354	99.6%
Office	77,500	104,190	134.4%
PLANT OVERALL	$503,500	$516,771	102.6%

'Guns Before Bu[tte]r' Says Yorkshir[e] an

Navy Sub-Lieu[tenant] Speaks at Oshawa P[lant] ngs

Speaking on b[e]alf [of] Fourth Victory Loan [in] G[M] [pl]oy[ees] at Oshawa, Sub-Lieute[nant] M. Barn[es], R.N.V.R., who has [seen] active con[voy] service bo[th] [in] [A]tlantic and Mediterranean sinc[e] war began, said, "You have got to be behind a gun without ammunition to realize how vitally important is the problem of supplies for the boys who are doing the fighting in the front lines of freedom." The sub-lieutenant told how the Navy guards convoys of freighter ships carrying goods and supplies from Canada to the fighting fronts. "When you realize," said he, "that men are willing to suffer great hardship to see that the supplies get through, you get the idea of just how precious is the material we guard. But if thousands of Canadians do not willingly lend their money to Canada there would be nothing for us to guard. That [would] be a tragedy [for] the men over[seas]. If [the] cease[d] flow of materials of war should [be] interrupted even for a little while, many sailors and merchant seamen would have died in vain, to speak only of my own service."

"Ask anyone in the British Isles which he would rather see coming over the seas, "guns or butter", and he will reply without hesitation, "Let's make sure of the guns first and then think about the butter. We can do with less butter but we can't have too many weapons to carry on the fight."

What lack of equipment can do to the best army in the world was described by Sub-Lieutenant Barnes in reviewing the situation at Dunkirk. He said it wasn't the Germans that licked the B.E.F. before Dunkirk, but lack of equipment. In the last stages before the evacuation men were subjected to ceaseless round-the-clock bombing and artillery fire, and the demoralizing part of it was that they had nothing with which to hit back.

Another incident described by the speaker was when Royal Navy ships entered the harbour of Tobruk after the German seige was lifted. Huge stores of German equipment were captured and every sailor or merchant seaman that could get hold of a rifle or a machine gun did his best to secure it and get back on board ship. Even with a rifle he felt secure. Civilians have no idea what it does to a man's morale to know that he can hit back, no matter how poor a weapon he has to use.

The speaker said he had great faith in Canadian workmen and that he knew they would work as hard as they could for victory. "Also, I know you will lend every dollar you can to help buy the supplies vitally needed by the armed forces. We are all fighting to hold for freedom," he concluded.

NORTH PLANT PEOPLE LISTENED while Navy Sub-Lieutenant Barnes told how soldiers and sailors rely on equipment to keep their fighting spirit at its best, equipment we build and buy with our Victory Bonds.

ONE OF THE REASONS WHY "Britannia Rules The Waves" is this destroyer Sub-Lieutenant (shown close up ⟶) who has served in the hot spots of naval warfare since Mussolini and Hitler began to wave their rules in the face of the whole world.

Sub-Lieutenant D. M. Barnes, R.N.V.R.

REGINA PLANT GOES OVER THE TOP: Employees of Regina Industries had passed their objective in the Fourth Victory Loan in the early days of the campaign. So the plant salesmen, 22 of the 25 of whom are shown in this picture, went on to roll up a record of which all GM folks can be justly proud.

GUEST SPEAKER IN THE FOURTH VICTORY LOAN CAMPAIGN at B.C.I. was Don Bennett (left), of the Eaton-Wilcox-Rich Company, shown with L.O.C. Jack McCauley, R.C.N.V.R (middle) survivor of the ship, Louisburg, torpedoed in the Mediterranean, and Victory Loan Chairman, A. J. Deneau (right), pepping up the campaign in B.C.I.

NEWS FROM GM MEN IN THE ARM

Army Life Agreeable Sees Future Benefit

Former Stamp Plant Man Sends Greetings To Friends

the paint shop presented him with a bouquet of roses from Mr. McLaughlin in the President's office, where they chatted about old times.

His first job in the plant was painting McLaughlin buggies and apart from just doing the paint job he showed himself an artist in the business. Mr. Howard painted the coat of arms and floral decorations that adorned many of the high class carriages and buggies which were produced in Oshawa.

Painters Always Needed

As the Company swung from the production of horse drawn vehicles to motor cars, painters were even more in demand. Mr. Howard continued to do the delicate graining, striping and more difficult types of painting operations. Through the years hand-done paint operations have been gradually taken over by faster and more efficient methods, but there has always been a place for a man who was handy with a brush. Mr. Howard is still touching up graining or garnish moulding and painting material of odd shapes not done by mechanical means, such as the folding ladder for the Mosquito fuselages, the latest GM product.

Asked about his early days in Oshawa, Mr. Howard said, "I don't know that you could say anything about my

HENRY HOWARD

'early days' because I have lived here all my life." And he has been in a good position to view the history of the city. Living across from the C.N.R. station on Bloor St. for over fifty years, Mr. Howard saw the building up of an industrial centre, from a small town that was overshadowed in splendor and population by the County Seat of Whitby.

He remembers when the electric street cars were first used in Oshawa and competed with the horse drawn buses. The drivers of the competing vehicles would stand on the station platform and urge the passengers in a loud voice to accept the superior ride which they had to offer. It would be interesting to know which would be the winner in a race between the earliest street cars and horse drawn buses from the C.N.R. station to the four corners.

Asked about what he considered the best days in Oshawa, Mr. Howard was quick to reply that the motor car production from 1935-39 was the most interesting. Much better cars were built, they looked better and were produced faster than ever before. Mr. Howard said, "You could see how years of experience had made all this possible."

Mr. Howard's recipe for a long and interesting life is still a secret as far as your reporter is concerned, but he did give some hint when he told us that longevity was the rule in his house. For instance he said, "I have a gray tom cat, who is now eighteen years of age and still going strong, except for the occasional cold, which we find simple to treat with a couple of thimblefuls of good Scotch whiskey."

Oshawa Man Describes Stirring Sea Action

...ps Torpedoed Beside and Front - His Ship Escapes

Enters 25th Year as President of G.M.C.

R. S. McLaughlin Drives to Work in Buggy Built in 1910

R. S. McLaughlin, dean of the Canadian Automotive Industry received congratulations recently as he entered his 25th year as president of General Motors of Canada.

It is fifty-five and a half years since R. S. McLaughlin entered the service of his father in the McLaughlin Carriage Company and it was in 1907 that the McLaughlin Motor Car Company was formed with R. S. McLaughlin as President. Then eight years later Chevrolet Motor Car Company of Canada came into existence to build the Chevrolet Model 490 in Canada. It was in that year that the carriage interests were disposed of, after 230,000 buggies and sleighs had been built. From then on it was motor cars and in 1918 the McLaughlin and Canadian Chevrolet Companies sold their interests to General Motors Corporation and the present Company came into existence.

The progress of General Motors of Canada since that time can be attested in no better way than by the vast stream of war material which rolled from its factories, a stream of material for the armies of the United Nations.

He pointed out what he regards as a significant fact, that there are 170 employees in Oshawa with from 25 to 50 years of service, many of them with records like his own, going far back into the carriage days.

RECOGNIZE ANY OF THESE MEN? This is a picture taken at what is now the West Plant of men who worked in the Test Division in 1910. Some of them shown are: Don Sutherland, Charlie Death, Walker Dowden, Ambrose Thompson, Amos Moyse, Mr. Smith, Alan Parker, Percy Easy, Bill Gehow, Bob Inglis, "Derby" Fred Wright Fred Pawson, Gordon Ratcliff, Mr. Sparks, Ben Baby.

in the plant, an outline of safety rules for machine repair men is shown here.

Always inspect a ladder before using it and never use a ladder that is defective in any respect. Be sure to have the proper size ladder for the job you are doing. The best angle at which to place a ladder is with the feet out one-quarter the length of the ladder. In other words, a twelve foot ladder should be so placed that the bottom of the ladder is three feet away from the wall or object against which it is leaning. Never place a ladder in front of a door opening unless proper warning sign or man has been posted. Ladders should be placed so that both feet have a solid footing. Never place ladder feet on boxes, barrels or trucks or any movable object. Never rest a ladder against shafting or machinery in motion. Always face the ladder when going up or down, and never climb on the top two rungs or steps of any ladder. Never slide down a ladder. All straight ladders should have safety feet, and where there is danger of a ladder slipping a man should be stationed at the bottom and the ladder tied in place. Step ladders should not be used as straight ladders.

Do not clean, adjust or repair any machine until the power is off and the machine stops. All motor switches should be locked down while repairs are being made. All units where air, steam or liquid is the motivating power, the valves must be locked in the closed position while repairs are being made. If you are working on a machine and another machine is near enough to be dangerous, shut off the other machine also. If any person is in danger of being hurt due to your job ask him to move until your job is completed. When working in any position where other employees may pass under or over you, see that a man is posted to warn others of your position. Never attempt to repair any electrical equipment, call an electrician. Never work over employees or machinery in motion. Sharp tools should not be carried in pockets unless well shielded.

Veteran Hits Jackpot With 29th Suggestion

$750 Award Won By Lionel Barks 25-Year Employee

First Maximum Payment Goes to North Plant Man

The first maximum award under the General Motors Suggestion Plan was made this week to Lionel Barks, an employee of the Material Handling Department in the North Plant. The award was the climax of a series of good luck for the winner, who has the best of reasons for wanting to see the Nazis pay for their crimes at the earliest possible moment. The suggestion speeds the production of gasoline tanks for army trucks, saving material and labor in the process. Twenty-seven other workmen will benefit by this suggestion, which is in the class "D" category. This allows for payment of awards both to the suggestor and "employees directly affected by the suggestion". The names of the other men and the amounts received are carried below.

As soon as the Suggestion Plan was announced Mr. Barks began dropping every good idea he could think of in the Suggestion Box. Two other suggestions are being considered for minor awards. The suggestion that hit the jackpot was the 29th submitted by this one man since the plan went into operation.

In a recent letter to the Suggestion Plan Committee, Mr. Barks said, "I hope you men won't find my suggestions too much of a nuisance, but I intend to keep on making as many as I can think of, figuring that someday by the law of averages I shall hit the jackpot." That this prediction has come true in such short order, Mr. Barks says is perhaps due to his being under a lucky star or something of that sort right now.

Since the beginning of the year he has had four clear cases of exceptional good fortune. At a fair in Lindsay, Ontario, recently, Mr. Barks won a thoroughbred Pekinese dog on one 25c. ticket. Also he won three sweepstake draws for a substantial sum which he would rather not have published. Again his luck has struck with the biggest pay-off of all.

Whether Mr. Barks' good fortune could all be attributed to luck is open to dispute, because he celebrates his 25th anniversary with General Motors in June of this year, and during all this time he has worked in nearly every department in the factory. This has given him a pretty good idea of what goes on throughout the organization. He says, "You see improvements that can be made as you go along and you never think of them until there is some real incentive for you to put them down on paper, because you know it will pay you to to do so." This advice seems good because it is obvious that Mr. Barks has profited mightily by his own determination to keep on sending in suggestions.

Born in Nottingham, England, the award winner came to Canada before the outbreak of the last war, where he enlisted in the Canadian army in 1914 and went back to fight for his country. Returning to Canada he was employed by General Motors, starting to work on the 490 Chevs. in June, 1918.

Certainly it can't be said that everything has gone well for Mr. Barks in recent years. In fact he has a far better reason than most of us for wanting to do all he can to beat the Nazis. In a recent raid on Nottingham, England, the Nazis dropped a bomb on a house that held all his living relatives—except his wife who lives with him at 216 Gliddon Ave., Oshawa. His mother, sister and her family were all killed by the Nazi raider whose bomb landed right in the centre of the house in Nottingham.

JACKPOT AWARD WINNER BARKS (left) is here shown with Fred Roberts, Superintendent of the Material Handling department who explains the basis of the award to the lucky winner.

SUGGESTIONS—86,922
AWARDS—$550,000.00

The latest tabulation shows that a total of 86,922 suggestions have been turned in by war workers of General Motors divisions, in the first year of operation of the Corporation's Suggestion Plan to increase war production. The number of suggestions is increasing eacn month and their quality is improving. Of the suggestions submitted fifty were so good they received the maximum award, which figures out at one "jack pot" for every 1700 suggestions. Every man or woman who makes a useful suggestion may properly feel that a contribution has been made toward helping win the war. Because the fighting force with the best equipment, delivered where it is needed on time, is the one that has the best chance of winning a battle.

These Men Benefit in Jackpot

The following twenty-seven men who work in the department where Mr. Barks' Suggestion will save labor costs. Each receives a proportionate amount to the total labor saved during one month's production:

Robert A. Wilson, $4.00; John Chaban, $4.00; Leonard C. Bradley, $4.00; Roy Reynolds, $4.00; Alexander Shaw, $4.00; Horace F. Marshall, $4.00; Murdock E. McIndless, $4.00; Robert R. Bennett, $4.00; Earl W. Luke, $4.00; Percy C. Colbourne, $4.00; Cecil R. Sanford, $4.00; Simon A. Smith, $4.00; George H. Allan, $4.00; James G. Long, $4.00; Chester Dewell, $4.00; William T. Werry, $4.00; H. O. Gray, $2.75; A. D. Towns, $2.75; M. Sorri, $2.75; A. F. Gardine, $2.75; G. H. Robbins, $2.75; H. C. Mainds, $2.75; D. George, $2.75; A. Mantymen, $2.75; W. E. Renyolds, $2.75; C. S. Pearson, $2.75; F. Richardson, $2.75.

Pay-Off Mounts As Oshawa Employees Submit Brainwaves

Summary Shows Plan Is Received With Enthusiasm

In a report released by the Suggestion Plan Committee it is apparent that a great deal of thought is being given to improving techniques of production for Victory by employees of the Oshawa Plant. Many Suggestions are under consideration for payment by the committee in addition to those which have already been accepted as worthy of awards. Following is a summary of awards paid to date in addition to the maximum award received by Lionel Barks. Although these do not fall into the big money class of award they all give evidence of time and thought well spent on the job.

Employee's Name	Department	Award
J. S. Norris	Shipping	$25.00
*J. Ling	Body Assembly	5.00
C. R. Starr	Maintenance	15.00
G. Sykes	Shipping	10.00
*F. Seale	N.P. Tool Room	15.00
C. Harman	Inspection	15.00
J. A. Bartlett	Parts & Service	25.00
F. Broom	Body Assembly	25.00
*F. Seale	N.P. Tool Room	5.00
*V. M. Porteous	Gun Mount	10.00
*J. H. Cooper	Wheel Assembly No. 6	25.00
R. G. Doreen	Standards	10.00
*M. E. Furber	Export	10.00
*P. J. Smith	General Ledger	15.00
L. L. Love	Shipping	10.00
W. C. Kilpatrick	N.P. Tool R'm	10.00
C. Johnson	Stamping Plant	25.00
J. S. Norris	Shipping	5.00

The awards for suggestions indicated with an asterisk were published in the "May 1943" edition of the War-Craftsman. These Awards are in War Savings Certificates.

FLASH

Close on the heels of Lional Barks' winning of a maximum award, the Suggestion Plan Committee announces there is a second "jackpot" award to be made. Full details in July issue.

FIRST AWARD given by the Suggestion Plan Committee at the Walkerville Engine Plant is here shown being presented to Welder Frank Claxton by Plant Manager D. K. Macdonald.

AIR FORCE NIGHT was the Wednesday feature of the Show. A full parade of local airmen and air cadets brought the night's attendance and interest up to a high point of the week. Here a group of "Pigeons" as the army boys call them, inspect the Oerlikon guns on display. GM builds two types of mounts for this outstanding anti-aircraft gun.

VICTORY IS OUR BUSINESS was the impression the crowds took with them and visitors were urged to "B buying more Victory Bonds. Sound moving pictures on these themes were a nightly attraction at the at the south end of the arena. Above is shown a section of the crowd of war workers and service men a Some are waiting to see the next showing at the entrance of the theatre in the far corner.

HORSEPOWER AND FIREPOWER ON PARADE

"Arms For Victory" Show In Aid of Fourth Victory Loan Displays "Top-Drawer Weapons" Produced By General Motors for Army, Navy and Air Force.

Oshawa people to an estimated number of over 20,000 visited the Oshawa Arena during the second week of May to witness the "Arms for Victory" display put on by General Motors in aid of the Fourth Victory Loan campaign. The Arena was suitable decorated with flags of the United Nations and Victory Loan posters, interspersed between an exhibition of many of the war products from General Motors plants in Canada. Dropped from the rafters overhead were two huge framed signs on which were inscribed the slogans "Victory Is Our Business" and "Back The Attack". A Victory Loan booth held a prominent position in the middle of the show, up front in plain view of all who attended. Suitably furnished "islands" were provided for visitors who needed a rest or remained to hear the excellent music provided by the City of Oshawa Band. A sound moving picture theatre was set up at the south end of the Arena, and these showings were well attended every night.

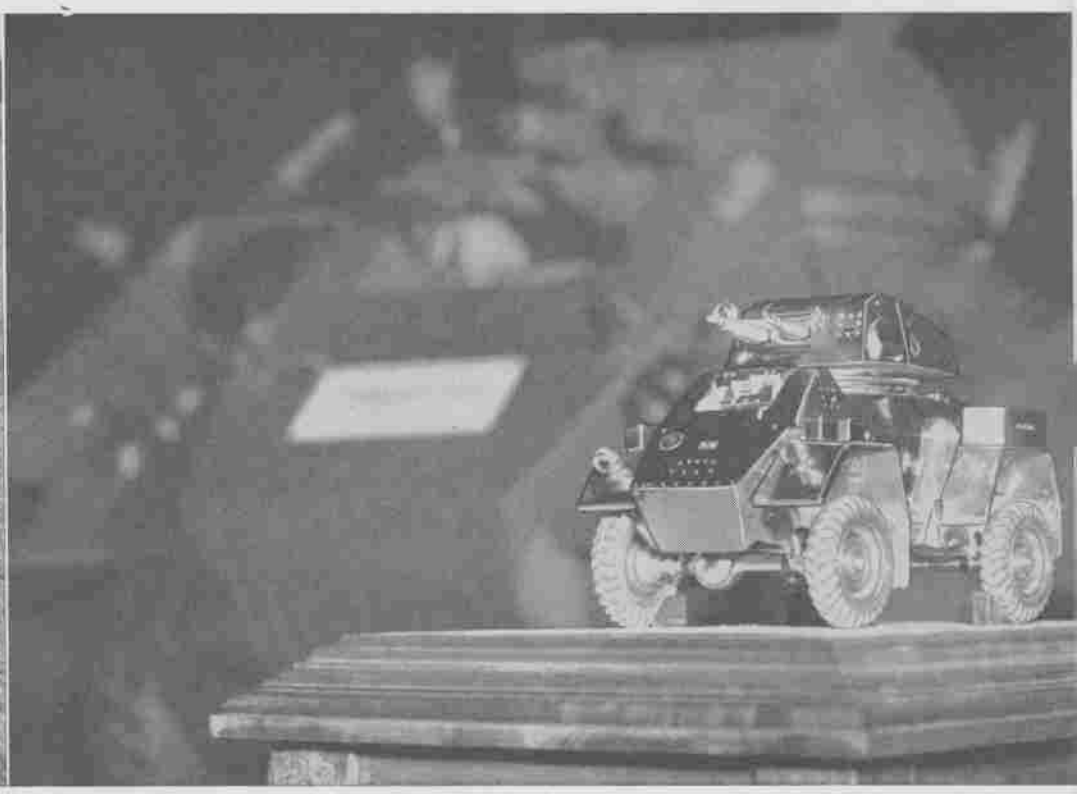
Notable in the display of GM "Arms For Victory" was the amazing horsepower and firepower represented by the instruments of war produced in GM factories for the three armed services. Only a few types of army vehicles were on display but if you multiply the hundreds of trucks, reconnaissance cars, field repair shops, water purifiers and tractors and all purpose vehicles which we have produced by the horsepower each represents, the total mobile force would perhaps be greater than that used in the armies of all nations on the field of battle in World War I. The Mosquito plane for which we build fuselages makes the most lightning-like use of flying horsepower yet to be seen in any aircraft. Firepower has been greatly increased and we have been privileged to build parts for at least three of the most effective modern guns—the six-pounder anti-tank gun, the Oerlikon anti-aircraft gun and the Browning machine gun. All are among the most effective weapons in their field of military operations. GM folks may well be proud that they have been selected by the Governments of Canada and Great Britain to produce weapons that are all "top drawer" items in the armory of the three branches of our fighting forces.

"The effect of the exhibit was to impress the people with the fact that this is above all a war of machine power. You get the point *without it being said,*" remarked one newspaper man, "that you are working for victory in a very real sense when you produce these fighting machines. And unconsciously you realize that money loaned to the government to help buy these war products is not only necessary but well spent." Provincial Victory Loan officials described the show as "a most effective means of impressing upon the people the need of buying bonds for victory".

Afternoon and evening shows were arranged throughout the week, beginning with a preview for the press on Monday afternoon, May 3rd. Over forty members of the press saw a Victory Loan film, the R.C.A.F. and General Motors films that were a feature of the Arena show. W. A. Wecker, General Manager, after outlining Canada's amazing war expansion programme told the press that in his opinion, "Canada has done as fine a job as any of the United Nations, starting as we did with practically no experience

"Our record of achievement is an enviable one," Mr. Wecker said, "and we

BROWNING MACHINE GUNS like this have been in quantity production at Border Cities Industries for many months. Easily convertible for aircraft or as field pieces they have proven a high quality weapon.



THIS GM WAR-CRAFTSMAN'S MODEL of the armoured car, shown dimly in the background whic only way the censor will allow it to be shown, was built to exact scale by G. Fudge of the north plan die department. The model was perhaps as popular as anything at the show.

ack the Attack" by little theatre set up round the displays.

ARMS AND THE MEN who use them were much in evidence during the week long show. Parades of men in the three armed Services to the Oshawa Arena were a special feature. Most of the men stayed to look around like the Army, Navy and Air Force men in the above photo.

FOUR WINGETTES from the Oshawa Elementary Flying Training Centre look around when the camera caught them in the Mosquito Fuselage display. They are, left to right: Mary Smith; Mrs. J. Cuddon-Woodthorpe; Helen Ross and Isley Ross.

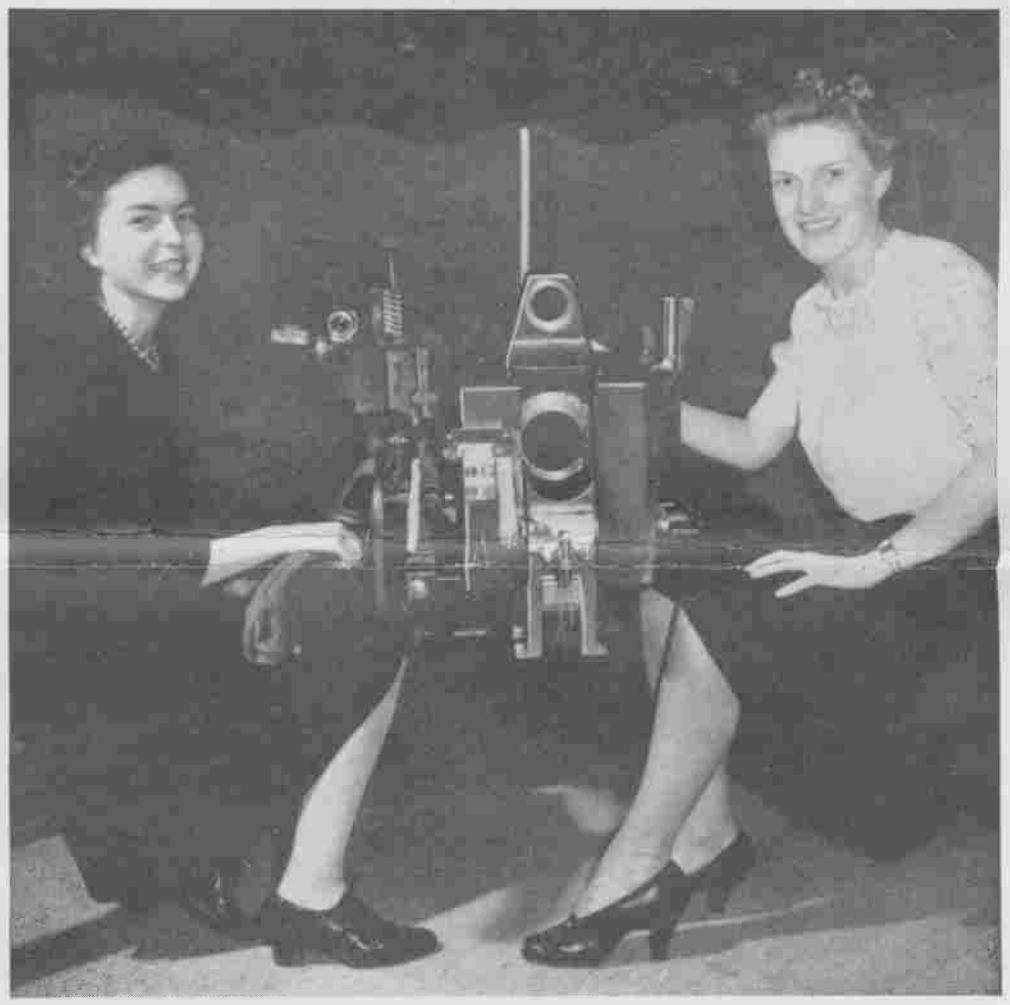
are perhaps too modest as a people in not telling more about the excellent job that has been done by industry and workers in this regard. Also Canada is showing world leadership in inflation control, which is so closely associated with our successful victory loan campaigns."

From Tuesday until Friday afternoon inclusive, children from the public schools were admitted to the show under the supervision of their teachers. Art classes from some of these schools brought along their drawing books and sketched some of the displays.

The success of the evening sessions can be attributed in no small measure to parades of local organizations which were held each evening except Saturday, beginning at 7.30 P.M. from different parts of the city and winding up at the Arena entrance. Parades were undertaken by the Ontario Regiment, Sea Cadets, Elementary Flying Training School, Oshawa Branch of the Air Cadets, Boy Scouts and Sea Scouts, General Motors War Veterans with other units from Oshawa and the Frontiersmen. The City of Oshawa Band, in addition to leading the of the parades to the Arena, played a selection of band and concert music from the floor of the Arena.

As a display of GM war products the show was noteworthy for bringing together for the first time the output of five Canadian factories and giving employees as well as the public an opportunity to appreciate the scope and variety of the General Motors war effort in Canada.

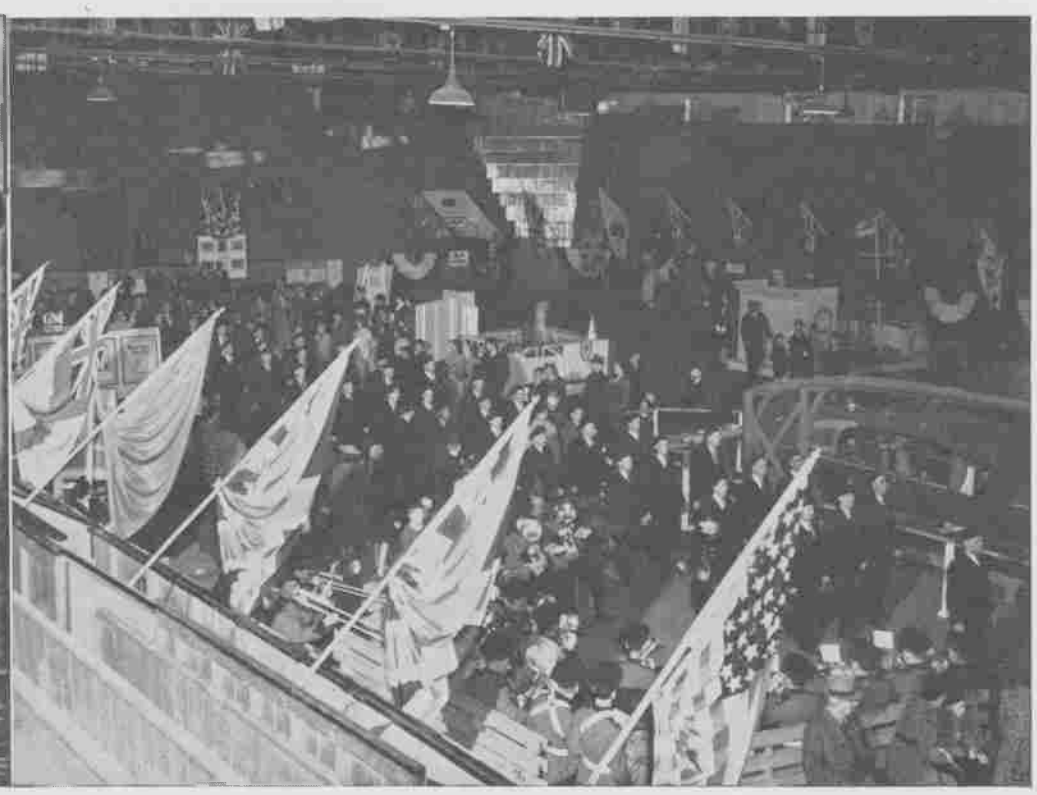
Space does not permit a listing of those who contributed to the success of the "Arms For Victory" show. If it succeeded, as it seems to have done, in giving a true picture of the real worth of the things we buy with our victory bonds and war savings certificates, and if GM folks were given a justifiable pride in the war weapons all of us help to build, then this is ample reward for the many who helped to make the show a success.



ACTING MODELS for a Toronto newspaper were two main office girls here shown in a pose with the 6-pounder anti-tank gun. The girls are Velma Pierce of the War Services Department (left), and Isabel Leckie of the Aircraft Purchasing Department (right).

is the ool and

THIS DEADLY 6-POUNDER anti-tank gun, two of which were on display at the "Arms For Victory" Show, has been one of the star performers in Montgomery's African campaign. Carriages and recoil mechanisms are built by General Motors.



A MARCH PAST the City of Oshawa Band in the centre of the Arena was a feature of the Friday night session. GM veterans lead Oshawa ex-service men and a group of Frontiersmen in a colourful parade to martial music. Former Sgt. Major Charlie Patten commanded.

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• Editorials •

WELL DONE!

Employees of all General Motors plants in Canada are to be congratulated for the total of subscriptions to Canada's Fourth Victory Loan. The quotas were formidable but the task was assumed with the usual GM determination to do just a little more than was asked. The result is creditable to the whole organization and is a real "honor certificate" for the plant committeemen who planned the canvass and the salesmen who performed their work so efficiently. They were really on the firing line for the period of the drive and deserve a great deal of commendation.

Three thousand General Motors men and women in the armed forces will feel a thrill of pride that their own particular section of the home front "went over the top"

THE POST WAR CAR

Readers of newspapers and magazines have been seeing a great many advertisements in which futuristic designs of the post war car, a plastic, tear-drop, rear engine type, is held out as what may be expected by the public. It is well to note that none of this advertising has been done by the motor car industry itself, and although it may be misleading, there is a very good reason for other advertisers to use the motor car as a symbol of progress. No product in the world's history has been quite so "glamourized" for the public and it is natural that people should think of future progress in terms of the motor car.

Employees of General Motors, no matter where they work, will be asked by their friends and acquaintances what they think the post war car will be like in appearance and design. Of course no one can be certain as to the answer to this question, but there are several indications pointing to the fact that there will be no immediate and radical change in motor car design when domestic production is resumed.

Our present job is to do all we can to win the war. Therefore to divert any of our productive capacity to planning a post war car would be inexcusable even if it were possible to take the men necessary to do the job from their essential role in war production.

Immediately after the war it will be necessary for industry to absorb thousands of men returning from the armed forces to civilian life. Everyone knows that the time required to tool up for a revolutionary product, even after designs have been approved and pilot models tested, is a job that would take months if not a whole year to accomplish. On the other hand, production lines can be put back into service on a similar model to the 1942 car in a comparatively short time.

There will be an unprecedented demand for new cars and the public will likely not be disposed to wait too long to have their orders filled. It should be obvious that in order to accomplish the necessary quick production and distribution, the use of methods and designs which require a minimum of experimental work are the practical answer answer to the problem.

So it would seem reasonable to assume that a revolutionary type of motor car will not appear for some time after peace comes. We shall likely proceed with a car that is very much like our 1942 models, having only such alterations as can be made quickly and without essential lost time in beginning production. No doubt the car will be a better product because during the war there have been a great many discoveries that would tend to increase efficiency in the power and performance of motors generally, but the design will likely have no radical change, at least until the immediate post war heavy demands have been absorbed.

Looking to the future of the automobile industry there seems little doubt that production in the next few years will again display the amazing progressiveness that has characterized the whole industry in the past. Higher octane gas will affect automobile engine design, as will the possible displacement of heavy steel frames by the newer, stronger and lighter steel alloys and the use of aluminum and magnesium more extensively. Amazing new discoveries in glass and plastics will improve body design, reducing the total weight of the car, improving its appearance and performance. Indeed the future of our business seems brighter than it has ever been because of the buying urge that is inherent in these signs of progress.

KEEP YOUR EYE ON THE ROAD

Canada's Rubber Controller has opened a campaign in which he asks that every citizen make himself responsible for ridding the country's highways, streets, roads, and lanes of broken glass, nails, and other tire hazards.

The public spirit of the reeves, mayors, service club members, clergymen, and other responsible men and women will be needed to carry on the campaign in their own communities. It is a campaign which should require no direction from Ottawa—just a little bit of effort on the part of all when out walking. If every person accepts his responsibility, much rubber can be saved and many accidents avoided.

Tires on a vehicle driven puncture-free on clean, paved roads may come to grief in a parking lot, alley, or little used driveway, so these spots should receive special attention from those living near them.

SUGGESTION NO. 000

(CALCULATED TO ADD TO THE AMENITIES OF LIFE IN THE MAIN OFFICE HERE AT OSHAWA)

We've got some real suggestions that we feel we'd like to air,
With only one proviso (which you must admit is fair,)
That total cash awards for same be equally divided
Amongst the °S.C. members when excitement has subsided.
In Spring the younger office bloods may ofte be spotted lurking
In various departments where the gentler sex is working.
We really cannot censure them, for isn't it the truth,
We oldsters, 'way down deep inside, are jealous of their youth?
Let's allocate the sweater girls around the various sections,
With every group receiving representative selections;
Perambulating pants-props then may do their G.M. duties,
Without the urge to forage 'round in search of other beauties.
To ease the grave congestion in the lunch room every day,
At 10 A.M. and 3 P.M., plus half an hour each way,
We have a bright idea, worth its weight in gleaming gold,
That, cutting all preamble, we would hasten to unfold.
Let's dress some fair young damsels, like MacDonald's "Export" ad.,
In frilly blouse and velvet vest and kilted skirt of plaid,
And give them trays of sandwiches and cigarettes galore
To tote around from desk to desk and then go back for more.
But first of all, in keeping with this manifest improvement,
We simply must inaugurate a Cleaner Office Movement!
Let's sacrifice our cobwebs, in their elegant festoons,
And wipe from off the window blinds the dust of many moons.
The office floor each morning, though, to see is real delight;
But Oh! the flow of language (more profane than erudite,)
When visitors, with leather heels, contort in weird gryations,
That rival Sonja Heinie's most applauded demonstrations.
Let's discontinue polishing and have it scarified.
(Then tardy young executives may still look dignified).
Or else have each and every desk equipped to treat disaster
With arnica and iodine and good adhesive plaster.
We could produce a million more, but must perforce refrain,
Because we fear the prize-fund wouldn't stand the heavy drain;
So we're retiring modestly and of our own volition,
Reluctant to monopolize this worth-while competition.

°Suggestions Committee. —R.McN.

GEMS OF HUMOR

First Shopper: "Why hello, you seem to be busy."

Second Shopper: "Yes, I am trying to get something for my husband.."

First Shopper: "Had any offers yet?"

Daughter: "Going to bed, mother? Aren't you going to wait for Dad to come in?"

Mother: "What's the use. With this cold I can hardly talk."

Determined to do his duty, a farmer scratched his head and regarded his sugar ration.

"I'm trying to do my bit, patriotlike," he reasoned with the ration board. "I'm married, have eight children and I'm derned if I can keep on a buyin' all that sugar."

Over a cup of tea the two charladies were discussing the persons they "did for."

"Then there's Mrs. 'Arris," said the one in the purple jumper. "Oh my dear, 'er floors—you'd never believe! When I first started to work for her, they was awful!"

She took a sip of tea and wiped her mouth on a purple sleeve. "Now," she went on proudly, "after I've been polishin' 'em, three of 'er lady friends 'as been and broke their legs."

A prominent banker fell in love with an actress and decided to marry her, but for the sake of prudence he employed an investigator to report on her life. When he received the report it read as follows: "The lady has an excellent reputation. Her past is without blemish. She has an excellent circle of pleasant friends. The only breath of scandal is that she has been seen a great deal in the company of a local banker of doubtful repute."

Hubby: "If I'm going to be late getting home tonight, I'll send you a note."

Wife: "Never mind. I found it in your pocket last night."

Minister: "Rastus, don't you know it's wrong to play cards on the Sabbath?"

Rastus: "Yes, parson, and believe me. Ah's payin' for mah sins."

Scene: A railroad ticket office.

"I want a round trip ticket."

"Yes man, but where to?"

"Why back here, naturally."

"Are you really content to spend your life walking about the country begging?" asked the old lady severely.

"No, lady," answered the tramp. "Many's the time I wished I had a car."

"Doctor, are you sure this is pneumonia? Sometimes doctors prescribe for one thing and the patient dies from something else."

Doctor (with dignity) "When I prescribe for pneumonia, you die of pneumonia."

Sonny: "Ma says she could have soled her shoes with this steak I brought back."

Butcher (sarcastically): "Why didn't she?"

Sonny: "Cause she couldn't get the nails through it."

Stout Lady (to little boy): "Can you tell me if I can get through this gate to the park?"

Little Boy: "I guess so. A load of hay just went through."

A train halted a moment at the station and the traveller reached out, called a small boy, and said, "Son, here's fifty cents. Get me a twenty-five cent sandwich and get one for yourself. Hurry up!"

Just as the train pulled out, the boy ran up to the window. "Here's your quarter, mister," he shouted. "They only had one sandwich."

The hope of the family returned from his first day's work at a munitions factory with fingers bandaged.

"Ho Bert," said his father, "how's this?"

"Well," said the bright one, " the foreman said the machine was fool-proof, but I soon showed him."

The principal of the firm looked grimly at their newest traveller. "Look here, Jenkins," said he, "we have no wish to stint you in the way of cash for reasonable expenses, but we think you've gone over the line by treating yourself to a new hat and calling the item "overhead expenses!"

Saleslady: "So you think you don't want this new green dress? Why not?"

Mandy (of ample proportions): "No, suh! Not me! Ah'd look too much lak a ton o' coal in a lettuce patch."

A Sultan at odds with his harem,
Thought of a way he could scarem,
He caught him a mouse,
Set it loose in the house,
Thus starting the first harem-scarem.

Office Hockey League Aids War Charities

Sports Contribute $270.00 After Exciting Season

The idea germinated after a challenge game which was played Friday, Dec. 4th, between the second and third floors of the main office. So much interest was aroused by this game it was decided to organize an office hockey league, and a general meeting was called late in December, which elected the following officers: President, Jack Mackle; Secretary-Treasurer, Ross Drew; Executive Committee, Bob Coulson, Harold Bull, Ewart Cornish, Bill Trewin, Harvey Weiler, Bruce Anderson, Lorne Arkley, Orv. Petre, Harry Lott, Pete Makarchuck.

The 1942-43 season was very eventful and in addition to the schedulaed games a raffle and a dance were held to help raise funds for the club.

The final play-off game was held at the beginning of April between the 3rd floor "Accountants" and the 4th floor "Engineers". This was a very exciting game and went into twenty-five minutes overtime before the winning goal was scored. The "Accountants" won by a score of 7-6. After the game there was a big skating party to wind up the season at which time there were about 700 skaters present.

During the season the club took in $520.55 of which $253.40 was spent on the league up-keep such as sweaters, ice fees, etc. The remainder $267.15 was donated to various war charities, the Kinsmen "Milk for Britain" fund and Kiwanis war charities.

SPORTSHORTS

Regina plant employees have formed a team to compete in the city's Senior Softball League which on paper looks like a strong team. The line-up includes: W. Dalton, C.; R. Lightbody, 2B; A. Rittinger, 1B; G. Thauberger, CF; S. Radu, P; J. Nesbitt, SS; J. Moser, Rover; H. Ault, 3B; G. Newmiller, LF; W. Golden, RF. Utility: M. Richardson, J. Strank, G. Limmer. Everybody wishes them the best of luck.

The Oshawa Office Baseball League held an organization meeting on Wednesday, May 26, and set up something of a record for speed in getting a sports activity under way. A schedule was drawn up for the whole season at the first meeting and posted on office bulletin boards the very next morning. The season opens with a double header on the evening of June 8th, at Alexander Park. Bill Trewin was elected President at the meeting which was attended by representatives of departments in the main and factory offices. Other executive members elected were Ross Curtis, Vice-President; W. Harmer, Secretary; and Ross Drew, Treasurer.

The Oshawa "Colts", Intermediate "A" Champions of the Ontario Amateur Softball Association in 1942, were recently presented with smart leather windbreakers by the city fathers in recognition of the "honors brought to the city by their championship". The occasion was marked by a banquet attended by Oshawa baseball notables and a vice-president of the Ontario Association who presented the O.A.S.A. trophy. All but two members of the team are GM employees. Wib Hall, captain of the champions, and Preem Whitely were both members of the Oshawa Intermediate "A" team that won the same championship ten years ago. That's what you call "staying in there."

Topping off the GM bowling season at Oshawa was the General Motors Bowling Handicap Tournament. The trophy was won by the West Plant No. 3 team with the Truck Line's No. 1 team a close second. Personnel of the winning team was C. Sunderland, A. Thompson, T. Davis, E. Andrews and W. Woolacott.

B.C.I. Bowling Season Ends With Gala Party

Magician, Soloist, Prizes Feature Dinner Dance

The employees of B.C.I. brought to a close a very successful bowling season with a dinner dance on Wednesday, May 19th at the Bellevue Hotel. Ten teams, embracing 50 players, made up the League which was run throughout the winter season and the winning team, comprised of Mary Shoemaker, Mabel Goodwyn, Roy Dunlop, Jack Neilson, and Floyd Hastings (Team Captain) was presented with gold cups.

The President of the League, Mr. A. S. Payne, made an address of welcome to the 150 present and the Secretary, Miss Anne Adams, who also acted as convener, and the Handicapper, Mr. Charles McKillop, also made brief addresses. Mr. T. Maxwell introduced the foremen of the plant and gifts were presented to members of the League executive.

Entertainment, under the direction of Mr. Jack Libby, was very appropriate with Mr. Charlie Hope, Magician, assisted by Mr. J. Sampson and the soloist for the evening was Mr. Ed. Casaubon.

There were five door prizes won by:

Mrs. S. B. Young, Messrs. W. Jones, John Sutherland, A. S. Payne, and R. A. Gladstone.

This is the second season the League has been operating and the sociability and enjoyment derived from this sport is a tribute to the League executive.

INDIVIDUAL PRIZE WINNERS who received silver cups were, left to right: Vic Larke, Betty Reissner, Wallace McCartney, Kay Gault, Anne Adams, George Rihbany.

SEASON'S WINNING TEAM received individual gold cups. Left to right: Roy Dunlop, Mary Shoemaker, Floyd Hastings (Captain), Mabel Goodwyn, Jack Neilson.

EXECUTIVE COMMITTEE of the B.C.I. Bowling League were Sid Payne (President), Anne Adams (Secretary), and Charlie McKillop (Handicapper).

HOBBIES

When Albert Swanston, who is on the assembly line at Regina Industries, wants to have a good time in his own way, he goes back about 15,000 years.

To go back he goes forward—out to the farm fields and recognized Indian middens around Regina and with bent back and keen eyes roots around for relics.

Swanston today has a collection of 650 pieces, all neatly catalogued and indexed in their show cases. He has fine examples of early spears, arrows, knives, scrapers, axes, pipes, used by the Indians and those who went before them. To the average person walking across a field, should he come across say a scraper, it would look like an ordinary stone, perhaps a bit misshapen, but to a collector it is a relic.

Swanston has yumas and folsom arrows found in mammal bones in the Arizona country—believed to be 15,000 years old and the first link with the stone age people.

the paint shop presented him with a bouquet of roses from Mr. McLaughlin in the President's office, where they chatted about old times.

His first job in the plant was painting McLaughlin buggies and apart from just doing the paint job he showed himself an artist in the business. Mr. Howard painted the coat of arms and floral decorations that adorned many of the high class carriages and buggies which were produced in Oshawa.

Painters Always Needed

As the Company swung from the production of horse drawn vehicles to motor cars, painters were even more in demand. Mr. Howard continued to do the delicate graining, striping and more difficult types of painting operations. Through the years hand-done paint operations have been gradually taken over by faster and more efficient methods, but there has always been a place for a man who was handy with a brush. Mr. Howard is still touching up graining or garnish moulding and painting material of odd shapes not done by mechanical means, such as the folding ladder for the Mosquito fuselages, the latest GM product.

Asked about his early days in Oshawa, Mr. Howard said, "I don't know that you could say anything about my

HENRY HOWARD

'early days' because I have lived here all my life." And he has been in a good position to view the history of the city. Living across from the C.N.R. station on Bloor St. for over fifty years, Mr. Howard saw the building up of an industrial centre, from a small town that was overshadowed in splendor and population by the County Seat of Whitby.

He remembers when the electric street cars were first used in Oshawa and competed with the horse drawn buses. The drivers of the competing vehicles would stand on the station platform and urge the passengers in a loud voice to accept the superior ride which they had to offer. It would be interesting to know which would be the winner in a race between the earliest street cars and horse drawn buses from the C.N.R. station to the four corners.

Asked about what he considered the best days in Oshawa, Mr. Howard was quick to reply that the motor car production from 1935-39 was the most interesting. Much better cars were built, they looked better and were produced faster than ever before. Mr. Howard said, "You could see how years of experience had made all this possible."

Mr. Howard's recipe for a long and interesting life is still a secret as far as your reporter is concerned, but he did give some hint when he told us that longevity was the rule in his house. For instance he said, "I have a gray tom cat, who is now eighteen years of age and still going strong, except for the occasional cold, which we find simple to treat with a couple of thimblefuls of good Scotch whiskey."

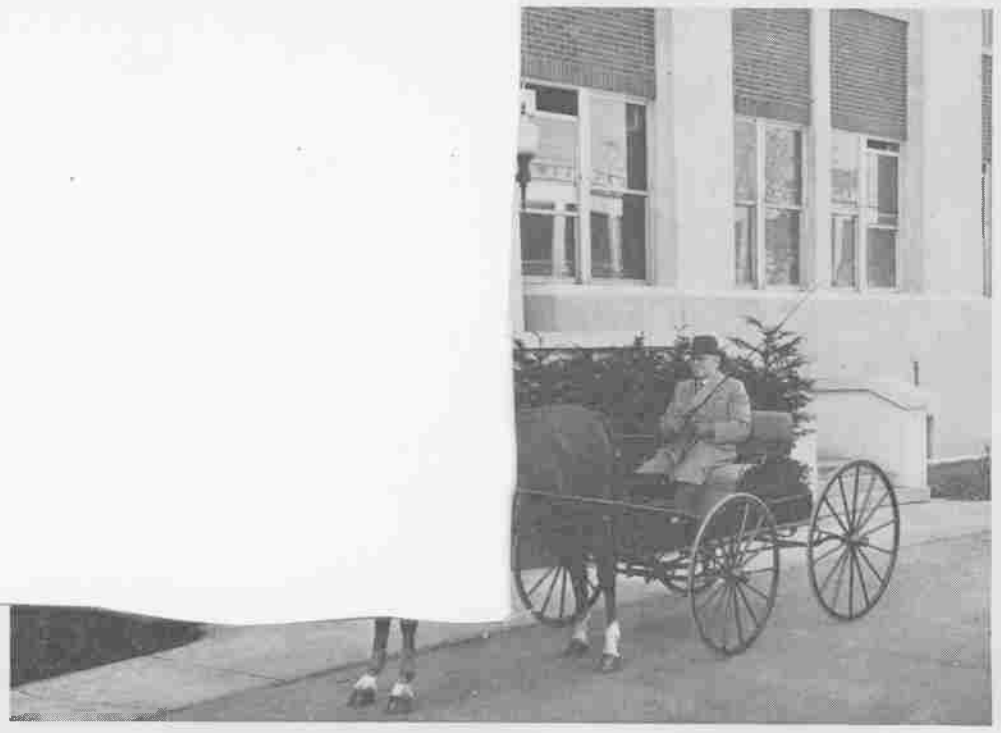
In these times when every minute on war production helps supply our fighting men with vital war material, it is noteworthy that our safety record is improving. A great deal of credit belongs to emplcyees for their attention to safety rules and practices and the thorough instruction given to new employees in safe shop practices before they start to work.

It is pointed out that hernias are on the increase and everyone should be warned against over-lifting. No one should attempt any heavy lifting operation unless he knows the proper method in doing a job of this kind. The back should be kept straight and knees as close together as convenient so that the lifting is done by the legs instead of the back muscles. Nearly all accidents of this nature are caused by non-observance of this simple procedure and it would be well for anyone engaged in lifting operations to examine themselves to be sure they are not lifting with an incorrect posture.

Two lost time accidents occured this month on grinding operations and anyone who wishes to have their mind refreshed on safety rules in this connection are asked to refer to the April issue of War-Craftsman. Following the War-Craftsman's practice of printing safety rules for various operations in the plant, an outline of safety rules for machine repair men is shown here.

Always inspect a ladder before using it and never use a ladder that is defective in any respect. Be sure to have the proper size ladder for the job you are doing. The best angle at which to place a ladder is with the feet out one-quarter the length of the ladder. In other words, a twelve foot ladder should be so placed that the bottom of the ladder is three feet away from the wall or object against which it is leaning. Never place a ladder in front of a door opening unless proper warning sign or man has been posted. Ladders should be placed so that both feet have a solid footing. Never place ladder feet on boxes, barrels or trucks or any movable object. Never rest a ladder against shafting or machinery in motion. Always face the ladder when going up or down, and never climb on the top two rungs or steps of any ladder. Never slide down a ladder. All straight ladders should have safety feet, and where there is danger of a ladder slipping a man should be stationed at the bottom and the ladder tied in place. Step ladders should not be used as straight ladders.

Do not clean, adjust or repair any machine until the power is off and the machine stops. All motor switches should be locked down while repairs are being made. All units where air, steam or liquid is the motivating power, the valves must be locked in the closed position while repairs are being made. If you are working on a machine and another machine is near enough to be dangerous, shut off the other machine also. If any person is in danger of being hurt due to your job ask him to move until your job is completed. When working in any position where other employees may pass under or over you, see that a man is posted to warn others of your position. Never attempt to repair any electrical equipment, call an electrician. Never work over employees or machinery in motion. Sharp tools should not be carried in pockets unless well shielded.



Enters 25th Year as President of G.M.C.

R. S. McLaughlin Drives to Work in Buggy Built in 1910

R. S. McLaughlin, dean of the Canadian Automotive Industry received congratulations recently as he entered his 25th year as president of General Motors of Canada.

It is fifty-five and a half years since R. S. McLaughlin entered the service of his father in the McLaughlin Carriage Company and it was in 1907 that the McLaughlin Motor Car Company was formed with R. S. McLaughlin as President. Then eight years later Chevrolet Motor Car Company of Canada came into existence to build the Chevrolet Model 490 in Canada. It was in that year that the carriage interests were disposed of, after 230,000 buggies and sleighs had been built. From then on it was motor cars and in 1918 the McLaughlin and Canadian Chevrolet Companies sold their interests to General Motors Corporation and the present Company came into existence.

The progress of General Motors of Canada since that time can be attested in no better way than by the vast stream of war material which rolled from its factories, a stream of material for the armies of the United Nations.

He pointed out what he regards as a significant fact, that there are 170 employees in Oshawa with from 25 to 50 years of service, many of them with records like his own, going far back into the carriage days.

RECOGNIZE ANY OF THESE MEN? This is a picture taken at what is now the West Plant of men who worked in the Test Division in 1910. Some of them shown are: Don Sutherland, Charlie Death, Walker Dowden, Ambrose Thompson, Amos Moyse, Mr. Smith, Alan Parker, Percy Easy, Bill Gehow, Bob Inglis, "Derby" Fred Wright Fred Pawson, Gordon Ratcliff, Mr. Sparks, Ben Baby.

What's Cookin'?

By Catherine

THE WHYS AND WHEREFORES

With the arrival of meat rationing, it is necessary that we understand the workings of the system and the reasons for its introduction. All cuts of rationed meat will be classified in four groups. Charts will be distributed to all householders and butchers and will clearly show the value of a Coupon for cuts in each of the four groups.

Spare "A" (Brown) Coupons in Ration Book No. 2 will be used for meat. Two similarly numbered coupons will become good each week. Each coupon will be good for the equivalent of half a week's ration.

There are several reasons for instituting meat rationing. The prime factor is the tremendous obligation this country has assumed to help feed the people of Britain, our allies and the armed forces. In peace time the normal consumption of meat per person per week averaged about 2.4 pounds, during the past year it went up to 2.6 and now shows every indication of reaching 3 pounds per week. But this demand cannot be met and still keep up our obligations. Another reason is that those people with more money and shopping time would probably get their three pounds, and others would have to go short. Add to this the fact that Western Canada is generally a surplus for meat and Eastern Canada a deficiency area, and you will see that the shortage in our most densely populated area would be really acute.

Outstanding nutritionists upon investigation have proven that the ration of two pounds of meat per person per week, supplemented by milk, cheese, eggs, fish and poultry provides more than enough protein content for persons of any occupation. Not all meats are rationed of course. Rationing does not apply to liver, kidney, brains, fish, poultry and cuts of meat containing over 50 per cent. bone. The meat allowance is the same for everybody —even the baby—and there is no differential rationing according to occupation. Those, whose meat purchases have included steaks, boneless roasts, hams, etc., will be forced to start buying less familiar cuts, and make the most of their allotment by careful cooking and avoiding all waste. The chef who said, "rationing is a challenge to my ingenuity" set a standard for all cooks.

We may not all be cooks, but we are all consumers of meat, and meat rationing will certainly bring some changes in our eating habits. So we might just as well adjust ourselves.

Please Note, Gals

The column "What's Cookin'" has been started in this issue and all contributions will be gratefully received. If any of our feminine readers have any pet notions, recipes, short cuts, special economies, social items, or what-have-you's, will you send them along to the War-Craftsman.

"ARMS FOR VICTORY" of a different kind are here shown improving the morale and contributing to the social life of the Air Force men at the local EFTS. The camera caught them in a happy mood while favors were being distributed by Ann Cox (left above) one of the sponsors of the dance. Shiela Wallace, receiving her favor from Ann Cox has left General Motors to join the WRENS. One of the most popular girls in the office, Shiela will be missed by a great many friends. Our loss is the Navy's gain.

THREE SPONSORS (right) for the dance were, (left to right) Mabel Bidwood, Ann Cox, Maureen McGill, shown here with Sgt. Ed. Plummer, Instr. John Pierce, Flt.-Sgt. Al. Gelfand.

B.C.I. and Oshawa Girls Sponsor Events For Armed Forces Men

Spring Fashion Show in Windsor, Dances at Oshawa Prove Great Success

B.C.I. Social Club girls and the girls from the fourth floor Export and Parts Books Department in Oshawa have been doing their bit in different ways to keep up the morale of local men in the armed forces.

In the Prince Edward Hotel, Windsor, recently the B.C.I. Social Club sponsored a fashion and beauty care demonstration, the proceeds of which were given to the Windsor Active Service Club.

Miss Margaret Meloche, secretary of the club was the convener and Miss Anne Soapko, Miss Irene Cowan and Miss Marion Smith assisted her. After Miss Meloche's opening words of welcome, Mrs. Verna West of Waterman's Ladies' Wear took over, to describe the very smart fashions which that store presented. The show was a dream of style, fashion and rustles of spring.

The first half featured afternoon frocks and "date" dresses, in all the vari-hued materials and styles which are making this spring a gay and glamourous one in the fashion world, to help bolster the morale of those in uniform. Colorful prints vied with solid color flatterers, in sheer, bemberg, crepe, and taffeta materials, all comprising a wonderful selection of important daytime dresses.

Coats and suits comprised the second section of the fashion show, and since this is definitely a suit spring, they were heartily welcomed, and noted, as the whole audience took in every minute detail of each ensemble. And the minute details, by the way, are an important part of the fashion scheme this season. Often, it's the little extra touch, the crisp collars, the flattering jabots the smart filets, the bit of pleating or ruching, the fancy buttons or some other harmonizing or contrasting accent, which really "makes" the outfit. This was evident in all the stunning ensembles which Waterman's presented.

Air Force Men Entertained

Shown on this page are pictures taken at "The Avalon", Oshawa's winter dance palace, where men from the E.F.T.S. centre at Oshawa were invited to several jive parties from midwinter until May. Favors were given out at every party and the Air Force boys received a ticket stating that he attended the dance, which entitled him to a late leave. The parties were delightfully informal occasions where the boys and girls got together in fun, dancing and games.

What feature of the "Arms for Victory" show did you find most interesting?

Helen Lounds of the Wiring and Harness Department was very enthusiastic about the "Arms for Victory" show. "I still like to see our trucks on display more than anything else," said Helen, "because most of our work goes into these trucks and it is nice to think, when you look at a "battle waggon" that will be in action some day soon, that your department helped to put it there." Asked about other interesting features of the show, Miss Lounds said she thought the movies "very interesting."

Plant-protection Officer Earl Sandford, who was on duty some of the time during the show said he thought the Mosquito fuselage display was the highlight in interest so far as he was concerned. "We have heard so much about this plane, that it was interesting to see a display of the fuselage showing exactly how it is put together. I don't think most of the people who were at the "Arms For Victory" show had any idea as to exactly what method was used in its construction.

Art Howard of the Cost Accounting Department, Main Office went down to the show particularly to see the Mosquito Bomber fuselage, but came home an enthusiast for the whole General Motors war products programme. Said he, "I was very much impressed by the Browning machine gun and the six-pounder anti-tank gun, which is not built in Oshawa, and was therefore new to me and many others who attended the show. Also the Oerlikon gun with the mount we build was interesting to see. But really I was surprised at the impression everybody got of the part we are playing in victory and how suitable most people thought it that we should open this show with an appeal to buy Victory Bonds and Back The Attack."

"I thought the movies the most interesting feature in the whole show," said Helen Clarke, another girl from the Wiring and Harness Department, "because you were given the story of everything that is produced by General Motors. Knowing that General Motors is a pretty big organization, you think we must be producing a lot of things for the war, but you never know just what they are until you see the picture like "Victory is Our Business." Also, I thought "Ferry Pilot" and the Victory Loan film "All These Things" were just about as good movie entertainment as you get anywhere," concluded Helen.

GM Man Back From England Says No Flattening Their Spirit

Food Ample Though Strictly Rationed -- Essential Services Operate Efficiently -- Letters Wanted Most

General Motors men in various uniforms kept popping up in all directions, and always one was very glad to see them, said Norman Daniel, recently returned from England, where he has been for the past year, in connection with the training service on General Motors army vehicles. About January 1st Bill Little, Larry Barnes, Johnny Northcott, Cyril Elliott, Bob Ross and Del Bodkin, all from Oshawa, joined him to conduct an Army Service School, similar to the one operating in Oshawa.

Life in England for the civilian visitor is both interesting and pleasant Mr. Daniel found. True, there are minor war-time rules and restrictions,

N. H. DANIEL, Service Engineer

but most things are still left to one's good judgment,—and to one's ability to patiently "queue." Food, thoroughly and well controlled, is neither overly rich nor wasteful in its volume, yet is certainly ample. The Ministry of Food continue to handle the most difficult of all assignments exceedingly well.

A very full schedule of passenger trains continue to "run on time" but civilians are discouraged from unnecessary use due to the space being needed for war goods, soldiers and war workers.

One feels a little strange not to be in uniform—the majority of the population is, but it is assumed that in or out of uniform, one is doing one's share—and most are. Air raids now furnish only light diversion—may they continue to, and the blackout when reinforced by a London fog, is a very weird and ominous thing. Yes, Britain is sure that she can "take it" and is gradually proving to herself that she can "give it" too.

The book of addresses of GM men in the armed forces should prove a great boon toward finding one another, he continued. Copies of the War-Craftsman came through to us, and certainly proved extremely interesting. As did also from time to time copies of the Oshawa and Toronto papers, even though two or three months old. Of course everyone would prefer a personal letter to a newspaper, however.

The GM Christmas boxes were very much enjoyed. It is strange how the "littler" things can come to mean so much—a fresh egg means more than a turkey dinner at home! But one's "standards" modify as time goes by. Candies—purchaseable in small and rationed quantities; cigarettes—purchasable "at a price" and not in the exact species to which we are accustomed over here; fruit juices, non existent; chewing gum, not yet introduced in England, to the great saving of one's pants; beer, I beg its pardon "lager" or "ale" is plentiful in volume—harmless in strength; and the English bar, God bless it, continues to function nobly in its thousands under handicaps of supply and price and blackout.

Yes, London is "flattened" in many spots—and Bristol, Coventry, Canterbury—their churches and schools burned, their children killed. These are the things that cannot be forgotten, yet there is no "flattening" of the spirit, no question of the outcome.

New Names ON THE GM HONOR ROLL

Roger Allchin, Gwendolyn M. Allison, Albert J. Amey, Eugene J. Bovin, Fraser J. Bowman, Melvin R. Rowden, Kenneth H. Brack, Lorne W. J. Bradley, Clifford S. Bradshaw, Norman E. Bragg, Robt. R. Branton, Arthur W. Broadworth, Douglas J. Brock, Jack A. Cameron, James A. Cameron, George E. Campbell, William A. Campbell, Charles A. Charlton, Lawrence W. Clarke, Ted B. Danniels, Kenneth N. Dawson, Bertram R. Dean, Clifford J. Dodsworth, John H. Donabie, James A. Elmhurst, Alvin B. Evans, Philip H. Frayne, James W. French, Gervus J. Gannon, Jack W. Germond, Donald W. Anderson, Rennison F. Hezzlewood, Clarence Hill, Peter Holland, Gordon I. Jacobs, Reginald T. Jones, Donald H. Lander, Richard J. Lewis, Eric J. Lindsay, Theodore Littlefield, Calvin W. MacDonald, Edwin J. MacDonald, Jack R. Mann, James W. Matthews, Paul J. Matthews, Enel M. Millar, David R. Mitchell, David A. Morton, Charles McDonald, John McMullen, John D. McRitchie, C. Stewart McTavish, James R. Noonan, Daniel D. Normoyle, Robt. G. Parish, Robt. D. Pearse, Edwin A. Read, Roy Reaman, Stuart Read, William J. Rice, Kenneth G. Robinson, Aolert W. Seeley, Glynn Shane, William E. Shaw, Wilbert L. Smith, Albert A. Turner, John Turner, Ronald J. Twining, John R. Waddell, Geo. R. Weales, Kenneth Whiley, Harold A. White, Paul B. Wilkins, Rocc C. Williams, William Yourkevich, Ormond G. Yourth.

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Frank Kummer, Ernest H. LaMont, William Oliver, Leo Suchiu.

MONCTON PARTS DEPOT

Roland Dinney, R. P. Haley, Wm. L. McDonald, G. R. Magee, Eldon R. Steeves.

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A

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B

M. Baramy, Alex Barklay, L. Barks, Ernest R. Barnes, W. Bellingham, B. Bennett, W. L. Berry, Jos. Bircham, Mrs. Bonnell, Edward Bott, J. Bradley, G. K. Branton, Harvey Brooks, H. Brown, R. J. Brown, George Bullen, Miss Buttle.

C

W. R. Carnwith, Edw. Clarke, W. Cole, Walter Cole, E. Cook, Jack Cooper, J. B. Copeland, E. Coppin, Miss F. Cowan, A. R. Crouter.

D

W. Davidson, Archie R. Dawson, Geo. Dayman, A. Dean, S. Dennis, W. J. Dingman, H. Dove, Robert Dove, Wm. J. Drinkle, E. F. Durham.

E

J. Edmondson, Miss M. Elliott, A. Elson.

F

E. Fice, A. C. File, Jim Fleury, H. Flintoff, Helen Forestall, Carry Fudge.

G

Dave Gentry, H. Gentry, R. H. Gibbs, M. Goldburn, J. Gorman, W. L. Grant, E. W. Groombridge, W. Grose.

H

Adam Hamilton, Norman Hamlyn, H. Hance, F. Harding, Frank Harper, Edward J. Harrison, Arthur Hastings, J. Hawksaw, A. Heffering, W. Henning, Alvin Hicks, H. Hicks, Donald Higgins, G. W. Hiltz, Albert Hircock, K. Holmes, Earl S. Hoy, James Huxtable, Wm. Huxtable.

J

Same Jarvis, L. Johnson, Fred Johnston, Alda Jordan.

K

Mary Keily, C. Keith, Clayton Kemp, Velma Kemp, W. Kilburn, Thomas Kinsman, W. Krantz.

L

D. H. Lander, A. A. Larmer, Clarence G. Latta, George Lawrence, A. Leaming, F. Lean, Chas. Lee, A. P. Lobban, R. Locke, D. Longauer, Helen Lounds.

M

A. M. MacDonald, G. Makarchuk, Percy Mason, Robert Mitchell, Wm. Mitchell, M. H. Moffatt, M. Montgomery, Herb. Moody, R. E. Mosely, Thomas Mott, C. C. Murty, E. McCormack, C. G. McDouglas, Angus McEachern.

N

R. McNab, Sandford McNeil, A. Neil, Robert Nichols, Orest Nicholson.

O

John O'Donnell, C. Osborne, J. Orr, Harry Owen.

P

H. Palmer, L. W. Parrott, F. Pawson, H. Pearson, E. Peebles, Charles Peel, R. Perry, E. Pomery, Wesley Powers.

R

Al. Ridgen, M. Rockert. G. Robbins, I. C. Robinson, John Ross.

S

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T

G. Taylor, Geoff Terrett, P. D. Thompson, Wm. Thompson, Miss M. L. Thomson, Lloyd Tonkin, J. B. Toppings, A. Turner, Stewart Tutton.

V

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W

Richard Walker, Charles Wallace, R. Ward, Art White, R. E. White, Ernest Whiting, James Williams, J. R. Wills, H. Wilton, W. Wright, L. C. Workman, S. Winsley.

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WEDDING BELLS

MR. AND MRS JACK MONTGOMERY, who were married April 24th at King St. United Church. The bride was formerly Evelyn Cooke, employed in Factory Accounting.

MR. AND MRS. CLIFF McGRATH, whose marriage took place in St. George's Chapel on April 28th. The bride, formerly Helen Barker, is employed in Service Department and Cliff works in the North Plant.

MR. AND MRS. BILL HOLLANDS who were married on April 17th at Northminster United Church. Mrs. Hollands was formerly Amy Harding of the Accounting Department, and the wee flower girl is Jill Hollands.

MR. AND MRS. DONALD FOX are pictured, following their marriage in St. George's Anglican Church, Oshawa, on May 8th. Barbara works in Industrial Relations and Don was formerly in the Accounts Payable Department before joining the Air Force. L.A.C. Donald Fox is now located in Toronto.

MORE DONORS, IS PLEA AS CLINIC MARKS MILESTONE

ProgressReviewed on First Birthday

10,800 Donations Recorded; Not Enough GM Donors Yet

On Monday, May 17th, the Oshawa Blood Donor Clinic held an anniversary celebration on the occasion of the completion of its first year of operation. Guests of honor were eighteen original blood donors and local officials of the Oshawa Red Cross. A review of the over-all accomplishments of the clinic was given by Hayden MacDonald, Chairman of the local Blood Donor Division and W. E. N. Sinclair, K.C., President of the Oshawa Red Cross made a congratulatory speech in honor of the eighteen original donors and the splendid work carried on by the clinic officials and others responsible for its successful operation. The ceremony was completed when Rev. E. H. McClelland, one of the original blood donors, cut the birthday cake which was prepared for the occasion.

While celebrating past achievements which are noteworthy and a credit to the community, Secretary J. H. Beaton advised that there in an ever-increasing need to provide even more blood, which alone can save countless lives in the war areas. Mr. Beaton revealed that the completion of one year's operation was marked by the giving of the 10,800th donation, but this was still over a thousand per month less than the minimum objective set for Oshawa Clinic by the National Red Cross.

G.M. Donors Wanted

Employees of General Motors contributed a substantial percentage of the local blood bank, but it is pointed out that still only 20% of the GM people, including many women employees, are represented on the lists of the Blood Donor Clinic. "General Motors' record with us is excellent," said Mr. Beaton, "and our record in comparison with other clinics is good, but the total of all Red Cross Clinics is still not good enough to supply the plasma that will be increasingly and desperatey needed when the second front is opened. For this reason, in spite of past performance we feel that we should increase our activity by every means possible."

Published below is a list of sixth blood donors who are employees of General Motors in Oshawa. The four out of five GM employees who have not yet availed themselves of the privilege to serve their country in this way, may consult any one of these, who will explain how easy it is to become a blood donor. All of these repeaters will tell you "There is nothing to it" as far as any discomfort is concerned and that none of them has experienced any let down in general health. In fact some blood donors have observed that their general health seems to have improved since they became regular donors. A thorough medical examination is always given to insure that the donor is in good enough physical condition to give blood with no possible ill effects.

OSHAWA SIXTH TIME DONORS

Charles Anderson,	Ross E. Mosley,
Reginald Burr,	Austie M. Powless,
John W. Graham,	Lorne Wakelin,
Thos. S. Lesley,	Jack Wiggins.

The War-Craftsman will publish names of fifth time donors in the next issue.

THE BIRTHDAY CLINIC of the Oshawa Blood Donor Service was observed on Monday May 17, when an interesting ceremony marked the first anniversary of the local organization. Pictured above are a number of the 27 donors who were present at the first clinic held a year ago, together with a few of the 75 volunteer clinic helpers. From left to right there are: H. G. Davidson, Reg. Burr, *W. McClennen, Chas. K. Anderson, Jas. Reid, *Ross Mosley, J. A. Bowman, K. D. Smith, *Lorne Wakelin, J. H. Connors, Conley Ackers, Herb E. Robinson, Andrew Mowat, George Wilson, F. G. James (Whitby), W. L. Dibbon, Coun. Andrew Miur (Whitby), Rev. E. H. McLellan (cutting cake), Mrs. D. M. Hall, Mrs. J. L. Beaton. At the registration table are Mrs. Hayden MacDonald and Mrs. Fred Johnson. *GM employees among original donors.

B. C. I. BLOOD DONORS

The men and women of Border Cities Industries have patriotically answered the call for blood donors to the Red Cross Bank in Windsor. At the first clinic in March, 1942, many of the men group made their first donation, and since that time there has been added to the roll 53 men donors, and 95 women donors. The women donors made their first donation early in February of 1943, and since that time four of them have given their second donation. Among those who have contributed the most to this bank we find the names of the following:

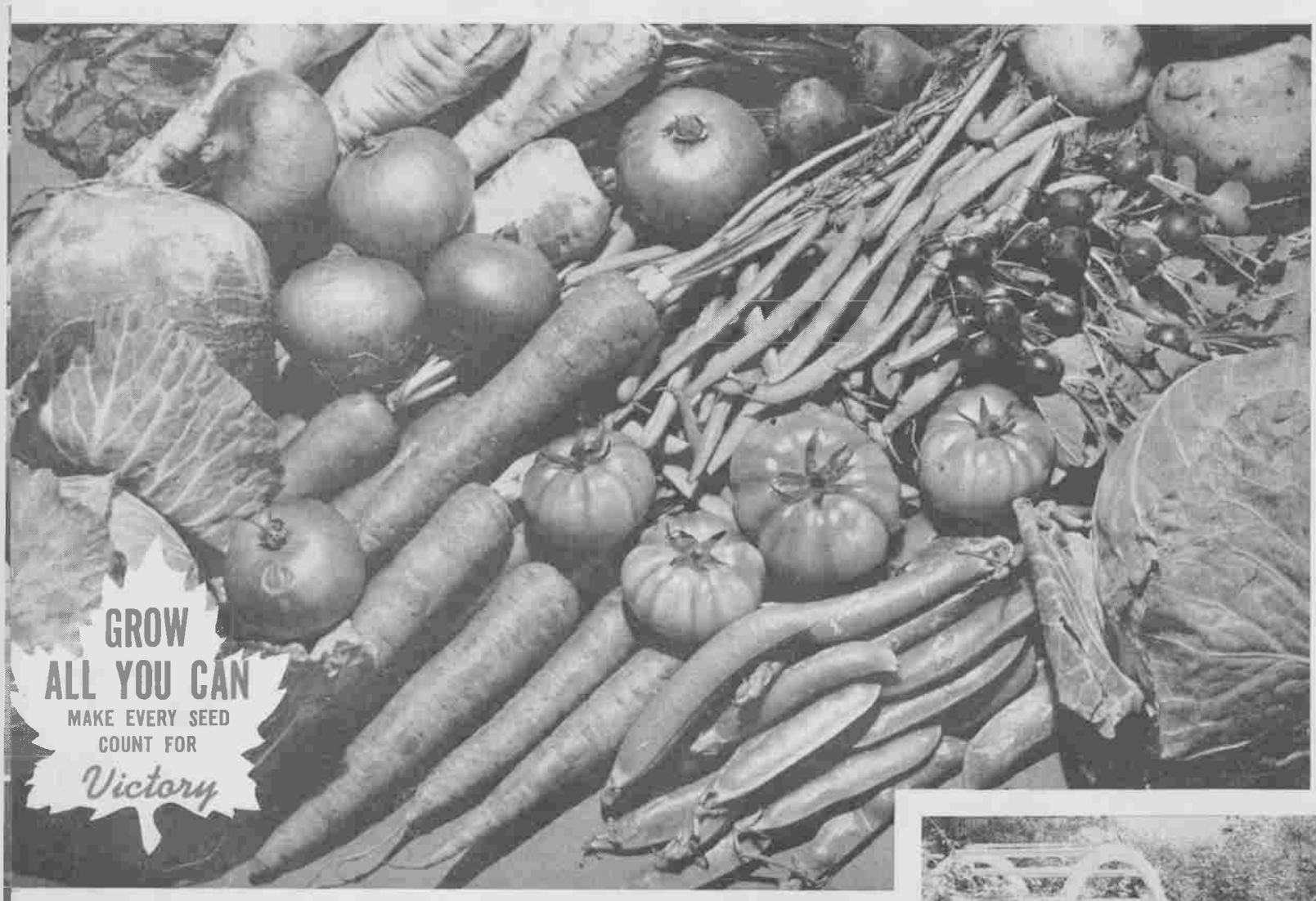
6 Donations—W. McCartney,
S. Payne,
W. Gow.
5 Donations—M. Glas,
Thomas Swann,
Ed. Maypes.
4 Donations—Ray Sharron,
Roy Dunlop,
F. Hastings,
R. Wyatt,
J. Nelson,
G. Curley.
3 Donations—John Stevenson.

It is expected that to this group will be added many more names of voluntary donors to keep faith with those who are fighting our battles in foreign lands.

BLIND MAN DONATES BLOOD at the Hotel Dieu Bloor Donor Clinic in Windsor. He is Russell Lawton who operated the cafeteria at the GM engine plant and feels happy doing this extra bit for the men in the Armed Forces. With Mr. Lawton is Nurse Mrs. Kenneth Poore.

10,000TH BLOOD DONOR, P. R. Cowling, a druggist from Bowmanville, who gave his 4th donation, Friday April 20th. Mr. Cowling has been driving from Bowmanville to Oshawa with a group of men reguarly for the past several months. (left) P. R. Cowling, (right) is GM Blood Donor, Albert W. Simmons. The men are pictured at breakfast after giving their donation.

VICTORY GARDENS SERVE CANADA'S FOOD FRONT



GUARD AGAINST FOOD SHORTAGE

"On the success of the "Victory Garden" program will depend the supply of fresh vegetables available for home consumption to a larger extent this year than ever before." So say government officials who have launched an all-out campaign urging Canadians to "Grow All You Can" for Victory.

The Victory Garden program is designed to make available the larger portion of the produce of commercial market gardens for our country for feeding the armed forces and for the processing industry, while home and community gardens will be encouraged to provide the necessary vegetable foods for the table, for home canning and winter storage. This will help relieve the overtaxed labor and transportation situations and provide protection for gardeners' families against an almost certain shortage of garden produce next winter.

PLAN YOUR WORK WORK YOUR PLAN

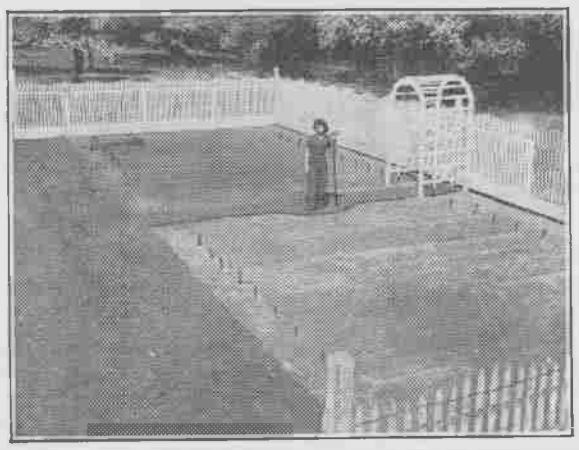
By planning work in accordance with the growing habits of your favourite vegetables much more can be accomplished than by simply putting them in and letting them grow. An idea of the quantity and kinds of crops that can be grown in a small back yard is shown in the illustration and diagram on this page. It is not suggested that Victory gardeners try to fit this ready-made plan to their own garden plots. But the plan followed in principle and adjusted to family preferences will provide a continuous yield and great variety. The illustrated garden provided a family of four with fresh vegetables during four months of the growing season and with a surplus for canning purposes. Garden rows were short, running north and south to get the most benefit from the sun. The area was 24 by 50 feet.

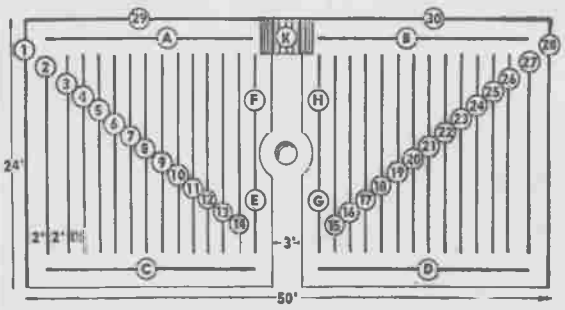
PLANTING PLAN

The planting schedule in this garden follows (see diagram):

1—Pole lima beans on fence; 2—Swiss chard;3—Wax beans, first planting; 4—Carrots, first planting; 5—Green beans, first planting; 6—Beets, first planting; 7—Leaf lettuce, first planting; 8—Parsnips, mixed with radishes; 9—Escarolle, a type of chicory, first planting; 10—Onion sets, first planting; 11—Parsley; 12—Turnips; 13—Leaf lettuce, second planting, 7 weeks after first; 14—Egg plant; 15—Peppers; 16—Salsify (oyster plant); 17—Green beans, second planting, 5 weeks after first; 18—Onion sets, second planting, 3 weeks after first; 19—Peas, dwarf; 20—Escarolle, second planting, 8 weeks after first; 21—Peas, semi-tall.; 22—Celery; 23—23—Beets, second planting, 6 weeks after first; 24—Kale; 25—Carrots, second planting, 8 weeks after first; 26—Broccoli; 27—Marrow; 28—Cucumbers trained on fence; 29—Red tomatoes trained on fence, 12 plants; 30—Yellow tomatoes on fence, 12 plants.

When first crops were exhausted, the following were planted to succeed them in the same space; 3—Beets; 4—Green beans; 6—Leaf lettuce; 7—Onion sets; 9—Carrots; 10—Endive; 12—Green beans; 19—Chinese cabbage; 21—Winter radishes; 25—Wax beans.





DETAILED EXPLANATION of home garden picture above which was photographed a month and a half after seeds were planted in the garden shown left. Flowers were planted in the rows marked by letters of the alphabet. Right - Diagram of garden layout, as described in article and pictures.

—Photographs and Garden Plan courtesy The Canadian Horticulture and Home Magazine.

There is still time to plant a garden if you haven't already planned one. There is still time to plan it if you have started now. Sow only what you need in predetermined amounts and space planting dates according to the time it takes to mature. Let's all do the best we can to be real Victory Gardeners.